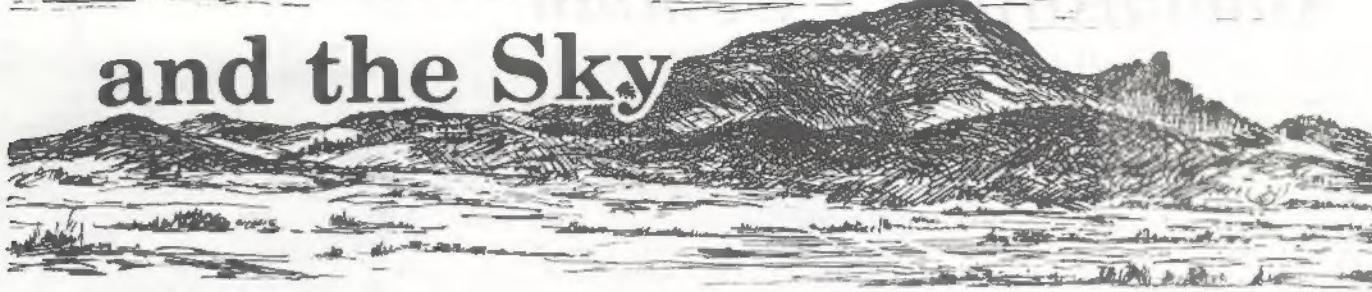


Montana and the Sky



Vol. 40, No. 9

MONTANA AERONAUTICS DIVISION

September 1989

TWO MONTANANS RECEIVE INAC AWARDS



Mike Ferguson

At its annual meeting, held August 23 - 26 in British Columbia, the International Northwest Aviation Council honored two Montanans for their special contributions to aviation.

Recipient of the annual President's Award was Mike Ferguson, administrator of the Montana Aeronautics Division. Jack Waddell, Silesia, received the Roll of Honor Award.

The President's Award is given annually for distinguished service to the International Northwest Aviation Council. Ferguson has been a member of INAC for many years and serves as a member of its Board of Directors.

Administrator of the Montana Aeronautics Division since 1975, Ferguson is a graduate of Northrop University. He owned and operated an FBO in Billings for 14 years prior to his employment with the state.

Member of many state and local aviation organizations, Ferguson is first vice president of the National Association of State Aviation Officials. He has flown over 5,600 hours and holds world class aviation records.

INAC's Aviation Roll of Honor is based upon a person's promotion of the field of

aviation and promotion of public understanding and acceptance of aviation's value to the community.

Jack Waddell, 1989 Roll of Honor recipient, was educated in Joliet and Montana State University and holds a master's degree in aeronautical engineering from Cornell. Following service with the Navy, Waddell became a test pilot with North American Aviation.



Jack Waddell

In 1957 Waddell joined the Boeing Airplane Company. He worked for the Boeing Company until his retirement in 1981, employed as experimental test pilot, chief test pilot, and director of flight training. His major effort at Boeing was in commercial aircraft development programs. He served on the design team of Boeing's 747, culminating with the first flight and early testing of that aircraft. During his final years with the company he spearheaded the modernization of their flight training department.

Waddell is now a self-employed aviation consultant and rancher.

DILLON DEDICATES ITS AIRPORT

At a special ceremony on August 26, the Dillon Airport held an official dedication capping a long expansion/renovation project.

Originally begun in 1982, the project was financed through two Montana Aeronautics Division airport loans along with FAA Airport Improvement Program grant funds.

Especially honored was Irene Morris for her and Andy's devotion to aviation in the community. The presentation to Irene was made by Byron Martinell.

In addition to the formal dedication, the day's events included airplane rides, static display, and contests. Winner of the spot landing contest was Paul Iverson. Andy Gaasch won the talc bombing. Over 200 people were given airplane rides by pilots Paul Iverson, Guy Terrill, Clint Rouse, Dennis DeVivo, John Eliel, and Sarge Hoem.

Honored as past airport board members who assisted with the new airport project were Clint Rouse and Ron Johnson.



Irene Morris proudly displays the award presented to her in recognition of her and Andy's special devotion to aviation. The presentation was made by Byron Martinell.

Administrator's Column

Shoot First - Ask Questions Later. In the February 1988 issue of Montana and the Sky, I wrote about the National Drug Policy Board's proposal to authorize the U.S. Customs and the U.S. Coast Guard to shoot down general aviation aircraft suspected of smuggling drugs. Then, in April of 1988, I reported that U.S. Attorney General Meese announced that current U.S. laws prohibit such actions. Naturally, we were pleased with this determination and have since thought that the matter was put to rest. BUT IT HAS NOT BEEN PUT TO REST!!! Believe this or not, but just before the August recess our United States Senate, by voice vote, approved Senator McConnell's (KY) amendment to the Defense Department Authorization Bill (S. 1352) which will authorize the Coast Guard, Customs Service, and the Drug Enforcement Administration to shoot down aircraft "SUSPECTED" of transporting illegal drugs. And get this - these agents will be provided immunity for their actions. One Senator reportedly stated, "...if we killed a few pilots, we'd throw the fear of God into the rest of them..." I know we can each think of situations we've had where we've lost radio communications or have gotten off course. Can you imagine flying from Canada (which most of us have done) and having such a situation occur? Wow! To think that some "trigger" happy U.S. agent could be our accuser, jury, judge, and executioner all within a few seconds. Larry Burian, president of the National Air Transportation Association, wrote a letter to President Bush urging him to intervene and put a stop to this "SHOOT 'EM DOWN" amendment. Burian expressed grave concern over some Senator's acknowledgement of innocent people being killed and brushing such sacrifice aside as a price we'll have to pay to win the war on drugs. I find this hard to believe. Besides opposition from the National Air Transportation Association, reportedly the FBI, CIA, Drug Enforcement Administration, and the Department of Transportation also oppose the Senator McConnell "Shoot 'Em Down" Amendment. If you have any feelings you wish to express, you should contact our Montana Congressional delegation immediately.

* * * *

FAA Reviewing Enforcement Program. In the June 1988 issue of Montana and the Sky, I wrote about the FAA requesting input from a panel made up of general aviation groups addressing their (FAA's) enforcement program. The FAA is now conducting a series of public meetings to expand their review of the enforcement program. Thus far all of their meetings are scheduled to be held at locations in the eastern U.S. and California. The Air Transport Association (ATA - a major airline association) has recently joined in with the general aviation organizations by expressing their criticism of the existing program and calling for Congressional hearings to formally bring out deficiencies they feel the FAA is exercising. The ATA accuses the FAA of repeatedly violating the Administrative Procedure Act and of ignoring due process and fairness and conducting biased hearings. The ATA further accuses the FAA of wrongfully exercising their authority to generate revenue and publicity rather than to enhance safety. I certainly hope the FAA plans to conduct meetings in the northwestern U.S.; however, they probably won't because they are soliciting written comments from those who cannot attend one of their scheduled meetings. If you wish to comment, submit written comments by writing to FAA Associate Administrator for Aviation Safety, 800 Independence Ave., S.W., Washington, DC 20591.

* * * *

Miles City FSS Temporary Reduction. The FAA has announced that, due to temporary reduction in personnel staffing at Miles City, the normal 24-hour per day weather observations will be reduced. This will, of course, affect the hours of the Control Zone as well. The Montana Aeronautics Division submitted the only written objections to the FAA's proposal during the comment period, which obviously indicated to the FAA that this was not a very significant issue of concern to aircraft operators utilizing the Wiley Airport at Miles City. Pilots will need to check the Miles City NOTAMS to be informed on the effective hours of operation.



Montana and the Sky
USPS 359 860

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Official Monthly Publication
of the
AERONAUTICS DIVISION
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Helena, Montana 59604
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MONTANA AND THE SKY is published monthly in
the interest of
aviation in the State of Montana.
Second-Class postage paid at
Helena, Montana 59604
Subscription \$3.00 per year
Editor: Martha E. Kurtz

"POSTMASTER: Send address change to Montana and the Sky,
Box 5178, Helena, Montana
59604."

99s AIMARK THREE FORKS

CALENDAR



Busy painting during the 99s airmarking project at Three Forks are (in front) Dorothy Albright, Roundup, and Lewis Pitch, member of the Three Forks Airport Board. In back are Dayla Campeau, Manhattan, Bob Marshall, Belgrade, and Rob Marshall, Belgrade.



The airmarking crew finished up the day with a picnic. Pictured (from left) are: Carolyn Rogers, Helena; Cindy Bowles, Bozeman; Irene Gross, Billings; Dorothy Albright, Roundup; Archie and Betty Nunn, Silver Star; Dayla Campeau, Manhattan; Rob Marshall, Belgrade; and Bob Marshall, Belgrade. Other participants not pictured above were Jan Anderson, Bigfork; Pam Beckstrom, Bozeman; and Linda Marshall, Belgrade, chairman of the Montana 99s.



The view of the completed project from the air.

Sept. 21 - 23 - 99s Sectional Meeting, Bend, Oregon.

Sept. 22 - 24 - Mountain Search Pilot Clinic, Kalispell.

Sept. 29 - 30 - Montana Aeronautics Board Meeting.

Sept. 29 - 30 - MPA Fall Party, Rocky Mountain Air, Great Falls.

Oct. 6 - 8 - MFF Convention, Colonial Inn, Helena.

Oct. 10 - Pilot Safety Seminar, Missoula.

Oct. 11 - Pilot Safety Seminar, Kalispell.

Oct. 12 - Pilot Safety Seminar, Cut Bank.

Oct. 31 - Pilot Safety Seminar, Butte.

Feb. 16 - 18 - Flight Instructor Refresher Clinic, Helena.

Feb. 28 - March 3 - Montana Aviation Conference, Helena.

Feb. 28 - March 3 - Aircraft Mechanics Refresher Seminar, Helena.

MISSOULA INTERNATIONAL SETTLES SUIT

Missoula International Airport has settled its off-airport rental car and parking lot lawsuits. The agreement provides for \$1.50 per contract fee plus a \$25 per month fee for an assigned parking space for each operator's courtesy vehicle. The Park N Fly operator closed his lot and went out of business.

For further information and details, contact Russell R. Pankey, Director of Airports, at 728-4381.

MOVING?

Each time a newsletter must be returned to us because of a wrong address, we pay the Post Office 30¢. Returning charts and directories costs us even more. If you are moving, please take a little time to fill out the form below and mail it to us. It'll save both time and money!

NAME (Please Print) _____

NEW ADDRESS _____

NEW PHONE NUMBER _____

MAAA FLY-IN HELD AT THREE FORKS



Flying in formation at the Montana Antique Aircraft Association's annual gathering August 4 - 6 are Bud Hall and Steve Durtchi.



Leroy Keilman, Billings, is honored as the oldest pilot to fly himself to the gathering.



Introduced by Bud Hall are Thelma (center) and Pat Newby. Thelma is the widow of Al Newby, old-time Montana aviator who entertained at numerous Montana air shows in his Great Lakes Trainer.



Marcia and Wayne Edsall were given T shirts and a gift certificate for dinner out in recognition of all their help in organizing the fly-in.



Carolyn and Norman Mueller donated the use of their hangar at Three Forks for the fly-in festivities.



Winner of the spot landing contest, Mike Kosta, Denver, is presented with a cash award by Paula DeKeyrel, secretary of MAAA.



Receiving the Best Antique award was Steve Durtchi, Utah.



Ted Beck, Helena, helps Dave Gates, Great Falls, get strapped in in preparation for a ride in Beck's Glasair.



Graham Heard, Edmonton, Alberta, poses beside his Fleet 80.



A special trophy, given to the men with the most toys, was - quite literally - split between Mike Mulroney (left), Helena, and Wayne Edsall, Bozeman.



Best Classic was flown to the gathering by Mr. and Mrs. Springer Jones, Wyoming.



Bobby Heckel, Kalispell, won the award for the Best Homebuilt.



The People's Choice Award went to Lisle Wood, Butte.



Wayne Edsall gives Kathy Pluhar, Miles City, a ride in his Fleet. Kathy volunteered a lot of time and effort to help make the fly-in a success.



Traveling the farthest distance to the fly-in were Dick and Ann Starke from Minot, North Dakota.

PRIORITIES, SEPARATION, AND THE PRACTICE APPROACH

By: Dave Robinson, CFII, ATCS
Spokane Approach Control

Many, many pilots feel that filing IFR for the purpose of conducting approaches will afford them some sort of priority over other arriving or departing aircraft. Possibly the thought that being "in the IFR system" can mislead you into this thought. Often, this isn't the case. Sure, controllers, being in the "service" business will try their best to accommodate your requests. However, whether it be VFR or IFR, practice approaches do not have the priority you would like them to.

The FAA Controller Handbook states, "Except for military aircraft operating at military airfields, ensure that neither VFR or IFR practice approaches disrupt the flow of other arriving and departing IFR or VFR aircraft. Authorize, withdraw authorization, or refuse to authorize practice approaches as traffic conditions require."

This does not mean that where a "hole" is available in the approach sequence you will not be given a chance to use it but that a controller should not delay other aircraft to "build a hole" where one did not exist. The Controller Handbook goes on, "The priority afforded other aircraft over practice instrument approaches is not intended to be so rigidly applied that it causes grossly inefficient application of services."

The Airman's Information Manual defines a Practice Approach as, "An instrument approach procedure conducted by a VFR or an IFR aircraft for the purpose of pilot training or proficiency demonstrations." As we all know, an IFR aircraft practicing approaches is given IFR separation throughout the entire flight. It also is entitled to published missed approach procedures when other instructions have not been issued.

The VFR aircraft practicing approaches is a different story. VFR practice approaches are given a "modified" IFR separation only from the point at which the approach clearance is issued, or when the aircraft enters TRSA/TCA airspace, to the missed approach point.

How is the separation modified? First, 500 feet vertical separation may be applied between VFR aircraft and between a VFR aircraft and an IFR aircraft (except for heavy jets). Second, visual separation may be applied during VFR conditions (FAR 91.67). None of these procedures allows the pilot to

deviate from FAR 91.105 and the pilot responsibility to see and avoid other traffic while operating in VFR conditions.

How else is a VFR practice approach different? We already know that missed approach procedures are not authorized unless specifically requested and approved by the controller. Additionally, no separation is provided to the climbout portion of the approach unless you are in a TCA, ARSA, or TRSA. Controllers will also instruct VFR aircraft requesting an instrument approach to maintain VFR. This is to preclude misunderstandings between the pilot and controller as to the status of the aircraft. If you wish to proceed in accordance with instrument flight rules, you must specifically request and obtain an IFR clearance.

At airports without a tower, pilots wishing to make practice instrument approaches should notify the facility having control jurisdiction of the desired approach. All approach control facilities and ARTCCs are required to publish a Letter to Airmen depicting those airports where they provide standard separation to both VFR and IFR aircraft conducting practice instrument approaches. When authorization is granted to conduct practice instrument approaches to an airport with a tower but where approved separation is not provided to aircraft conducting practice approaches, the tower will approve the practice approach, instruct the aircraft to maintain VFR, and issue traffic information.

When you notify a FSS providing Airport Advisory Service to the airport concerned of the intent to conduct a practice approach and whether or not separation is to be provided, you will be instructed to contact the appropriate facility providing approach service prior to initiating the approach. At airports where separation is not provided, the FSS will acknowledge the message and issue known traffic but will neither approve or disapprove the approach.

How can a VFR practice approach be used to advantage? First, weather permitting, the reduced separation standards allow more practice approaches to be completed each flight. If visual separation is used, lateral separation is also reduced and more than one aircraft can utilize the approach procedure at the same time. Often VFR practice approaches can be made at satellite airports, relieving congestion at "hub" airports, with

little or no delay to the itinerant aircraft and the VFR practice approach. With no missed approach procedure to fly, the climbout can be made in the direction of the initial approach fix so that another practice approach can be completed in less overall time.

Here are some things to remember:

1. If you are not on an IFR flight plan, you should always state "practice approach" when making the request. Pilots on an IFR flight plan may wish to alert the controller that you are making a practice approach so that in good weather your missed approach doesn't come as a "surprise."

2. Before practicing an approach you should inform the approach control facility or tower of the type of approach to be made and how you intend to terminate it.

3. Except in an emergency, aircraft cleared to practice an instrument approach must not deviate from the approved procedure until cleared to do so by the controller.

4. At radar approach control locations when a full approach procedure (procedure turn, etc.) cannot be approved, you should expect to be vectored to a final approach course for a practice approach which is compatible with the general direction of traffic at that airport.

5. If you are conducting practice approaches, you should be particularly alert for other aircraft operating in the local traffic pattern or in proximity to the airport.

FAA/DIVISION AGAIN OFFERING SAFETY SEMINARS

Pilot safety seminars are again being offered by the FAA and the Aeronautics Division at various locations around the state.

All the seminars run from 7:00 p.m. to 9:00 p.m. Flyers are being sent from the Helena FSDO office and will give exact location. Dates are listed in our calendar of events.

For further information contact Jim Cooney, FAA Helena, at 449-5270 or the Aeronautics Division at 444-2506.



**ATTENTION:
MONTANA AIRSTRIP OWNERS**

The Montana Aeronautics Division is compiling the necessary data to complete the new 1990 Aeronautical Chart. All private airstrip owners are requested to fill out the following questionnaire. If your airstrip is already depicted on our most current chart and if we do not hear from you, we will assume that the information we already have is correct.

We have had a legal opinion which indicated that an airstrip clearly depicted as being restricted and 1) privately owned; 2) not for public use; 3) having possible unreported hazards; 4) user assumes all risk; and 5) prior permission required will have less liability on the owner than one which is NOT shown on the chart but is clearly visible from the air and identifiable as an airstrip and, therefore could possibly be considered and invitation for public use.

Mail to: Aeronautical Chart Revisions
Montana Aeronautics Division
Box 5178
Helena, MT 59604

PRIVately OWNED AIRSTRIP LOCATION

Name of Airstrip _____

Name of Owner _____

Owner's Mailing Address _____

AIRSTRIP LOCATION

County _____ Section _____ Township _____

Range _____ Latitude _____ Longitude _____

Nearest Town _____ Direction _____ Miles _____

Does your airstrip serve as a community's only airport? Yes _____ No _____

Is your airstrip open to the public? Yes _____ No _____

Do you carry public airport liability insurance? Yes _____ No _____

Comments _____

AIRSTRIP DATA

Runway Direction	Length	Width	Approach Obstructions & Distances
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_____	_____	_____	_____
_____	_____	_____	_____

Airport Elevation _____ Unicorn Radio? Yes _____ No _____

Fuel Available? Yes _____ No _____ Octane? _____ Emergency Only? _____

Telephone Available? Yes _____ No _____ Phone Number _____

Airstrip Owner's Signature _____

FAA ISSUES CERTIFICATES

PRIVATE

Thaddeus Albers	Livingston
William Alex	Billings
Glenn Blalock	Clancy
Pamela Bleth	Forsyth
Scott Bond	Terry
David Campbell	Missoula
John Campbell	Marion
Craig Chilcote	Missoula
Jay D'Ewart	Billings
Charles Eldridge	Missoula
Paul Gallagher	Kalispell
Thomas Gopp	Columbia Falls
Robert Haney	Billings
James Kelly	Billings
Jillene Knutson	Great Falls
Kenneth Miller	Great Falls

George Olson	Helena
Joseph Reyling	Glasgow
Ronald Ries	Edgar
Lonnie Sanford	Bridger
David Toppen	Butte
Patricia Weber	Ryegate
Clifford Naveaux	Lolo
Thomas Fulton	Bozeman

INSTRUMENT - COMMERCIAL

Jonathan Coxwell	Billings
Scott Farmer	Billings
David Lageson	Bozeman
Robert Laird	Ekalaka

INSTRUMENT - MULTIENGINE

Alfred Daigneau	Billings
Deidra Fuller	Billings
Terry Sheehan	Billings
Mark Simon	Billings
David Forestieri	Whitefish
Kenneth Inabnit	Helena

COMMERCIAL

Wallace Star	Lodge Grass
John Tronstad	Baker

INSTRUMENT - PRIVATE

Peter Horton	Missoula
Mark Benner	Billings
Stuart Smishek	Red Lodge
Larry Obie	Billings

2000 copies of this public document were published at an estimated cost of \$.37 per copy for a total cost of \$746.60, which includes \$561.60 for printing and \$185 for distribution

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September 1989

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Helena, MT 59604